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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

C-O-N-F-I-D-E-N-T-I-A-L

50X1-HUM

COUNTRY Poland

SUBJECT Railroad Bridges in Poland

REPORT

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. A report containing information on railroad bridges in Poland

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RAILROAD BRIDGES IN POLAND

Introduction

The following is a list of localities referred to in this report, with coordinates:

BRZEG DOLNY (DYHERNFURTH)	(N51-16, E16-43) (UTM XS-208C)
DRAWSKI MLYN	(N52-52, E16-06) (UTM WU-7357)
KRZYZ (KREUZ)	(N52-53, E16-01) (UTM WU-6859)
MACHNOW (MACHENAU)	(N51-36, E15-21) (UTM WT-2316)
SCINAWA (STEINAU)	(N51-25, E16-25) (UTM WS-9997)
SZPROTAWA (SPROTTAU)	(N51-34, E15-32) (UTM WT-3713)
WOLOW (WOHLAU)	(N51-20, E16-39) (UTM XS-1488)
WRONKI	(N52-43, E16-24) (UTM WU-9340)
ZAGAN (SAGAN)	(N51-37, E15-19) (UTM WT-2218)

1. Railroad FORST to BRESLAU

a. Bober River Bridge

This filled spandrel, concrete arch, two-track railroad bridge across the Bober River was located about one kilometer southwest of MACHNOW (MACHENAU) at coordinates: WT 248157 (See Annex A). This bridge was about 30 m long and had six spans. [redacted] the capacity of this bridge at about 250 tons. [redacted] the water gap at about 20 m and the clearance under the bridge at 12 m. 50X1-HUM

[redacted] the Bober River was not navigable. [redacted] 50X1-HUM
[redacted] this bridge in 1949 two of its six spans which had been destroyed during WW II were in the final stages of repair. The new spans were of the same type and construction as the pre-World War II spans. [redacted] 50X1-HUM
[redacted] the program of rebuilding bridges in the western part of Poland had been completed in 1951; he assumed that this bridge was included in this program. 50X1-HUM

b. Oder River Bridge at SCINAWA

This steel arch, trough type bridge across the Oder River was located on the eastern outskirts of SCINAWA (STEINAU) at coordinates: XS 008962. (See Item 1, Annex B.) This bridge was about 120 m long and had six spans, lengths unknown. The bridge capacity was unknown. The river was navigable.

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the water gap at about 80 m and the clearance under the bridge at 10 m. 50X1-HUM

this bridge in 1949 and at that time observed that four spans which had been destroyed during WW II were about 75 percent repaired or replaced with the same type of construction and materials as the two intact pre-war spans. 50X1-HUM the passenger train proceeded at about five kilometers per hour. old crib-type piers, constructed previously as temporary supports, were standing together with newly constructed concrete piers. the bridge could accommodate two railroad tracks, but that only one was operative in 1949. 50X1-HUM

c. Oder River Bridge Near BRZEG DOLNY

This steel bowstring truss bridge across the Oder River had two railroad tracks and was located about one kilometer east of BRZEG DOLNY (DYHERNFURTH) at coordinates: XS 221801. (See Item 2, Annex B.) This bridge was about 100 m long and had five spans of unknown lengths. Its capacity was unknown.

The water gap was about 65 m and the clearance under the bridge was eight to 10 m. Two of the spans were over the water and formed two channels for barge traffic, each channel 10 to 12 m wide. 500-ton barges 50X1-HUM passing through these channels. In 1949, this bridge was undergoing repairs. in 1953, the reconstruction had been 50X1-HUM completed.

2. Railroad STETTIN to POZNAN

a. Railroad Bridge Across the West Oder River in STETTIN

This filled concrete arch, two-track, railroad bridge was located about 800 m northeast of the main railroad station at STETTIN at coordinates: VV 70541926 (see Annex C). This bridge was approximately 140 to 150 m long and had seven spans of unknown lengths, two of which formed an underpass for an unidentified street and two streetcar tracks. The capacity of this bridge was unknown. The water gap was about 80 m wide. The clearance under the bridge was estimated to be five to six meters, while the clearance of the street underpass in the western section of the bridge (see Items 1 and 2, Annex C) was four or five meters. the street- 50X1-HUM cars which went from the railroad station to the downtown section of STETTIN, passing under this bridge. in 1957 the two over-the-water 50X1-HUM spans were still supported by crib piers made of logs.

b. Railroad Bridge Across the Notec (Netze) River 50X1-HUM

This steel bowstring truss bridge had two railroad tracks. It was located about 1½ km northwest of the railroad station in DRAWSKI MLYN and 50X1-HUM spanned the Notec (Netze) River at coordinates: WU 726586 (See Annex D). This bridge was about 100 m long and had five spans of unknown lengths. the capacity of this bridge at about 250 tons (based on the fact that there were two tracks which served regular passenger and freight trains). The water gap was about 60 m in the main river channel. the 50X1-HUM clearance under the bridge was about four meters. Two additional old river beds, with a total water gap of about 25 m, were seen at this bridge site. These beds had been formed by the overflow from the main stream during winter and rainy seasons. The river did not appear to be navigable, at least during 50X1-HUM crossings by rail (six or seven times between 1956 and 1957).

[redacted] 50X1-HUM

c. Railroad Bridge Across the Warta River

This steel bowstring, truss-type bridge had two railroad tracks and was located about one kilometer west of the railroad station in WRONKI. It spanned the Warta River at coordinates: WU 924409 (see Annex E). The bridge was about 80 m long and had three or four spans of unknown lengths. The capacity of 50X1-HUM the bridge was unknown. The water gap was about 60 m wide. Clearance under the bridge was about six meters. The Warta River was not navigable. [redacted]

[redacted] traveled over this bridge by rail six or seven times in 1956 and 1957.

d. Railroad Bridge Over Ulica Poznanska in POZNAN

This concrete deck bridge had four railroad tracks and was an overpass over Ulica Poznanska, near the corner Ulica Niska in POZNAN, at coordinates: XU 30340894 (See Annex F). The bridge was about 12 m long and 20 m wide. [redacted] 50X1-HUM estimated its capacity to be at least 250 tons because of its four tracks and its location in the center of the city. [redacted] estimated clearance under the bridge to be four or five meters.

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Annex A

PINPOINT LOCATION OF THE BOBER RIVER RAILROAD BRIDGE

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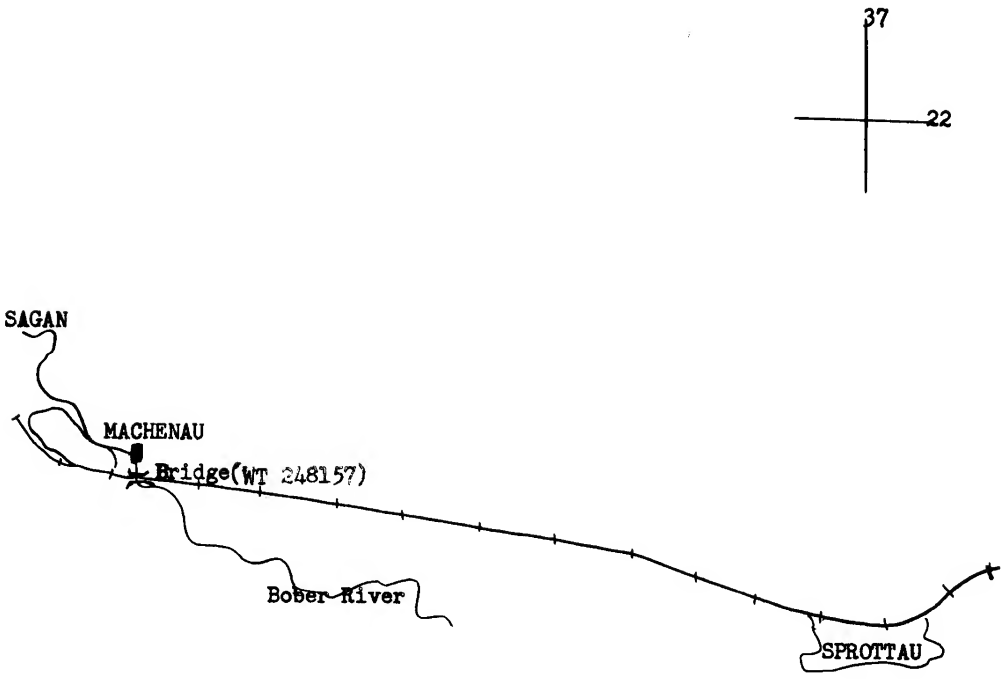
Map Ref: Poland (Germany) 1 : 100,000



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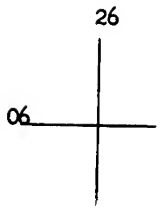

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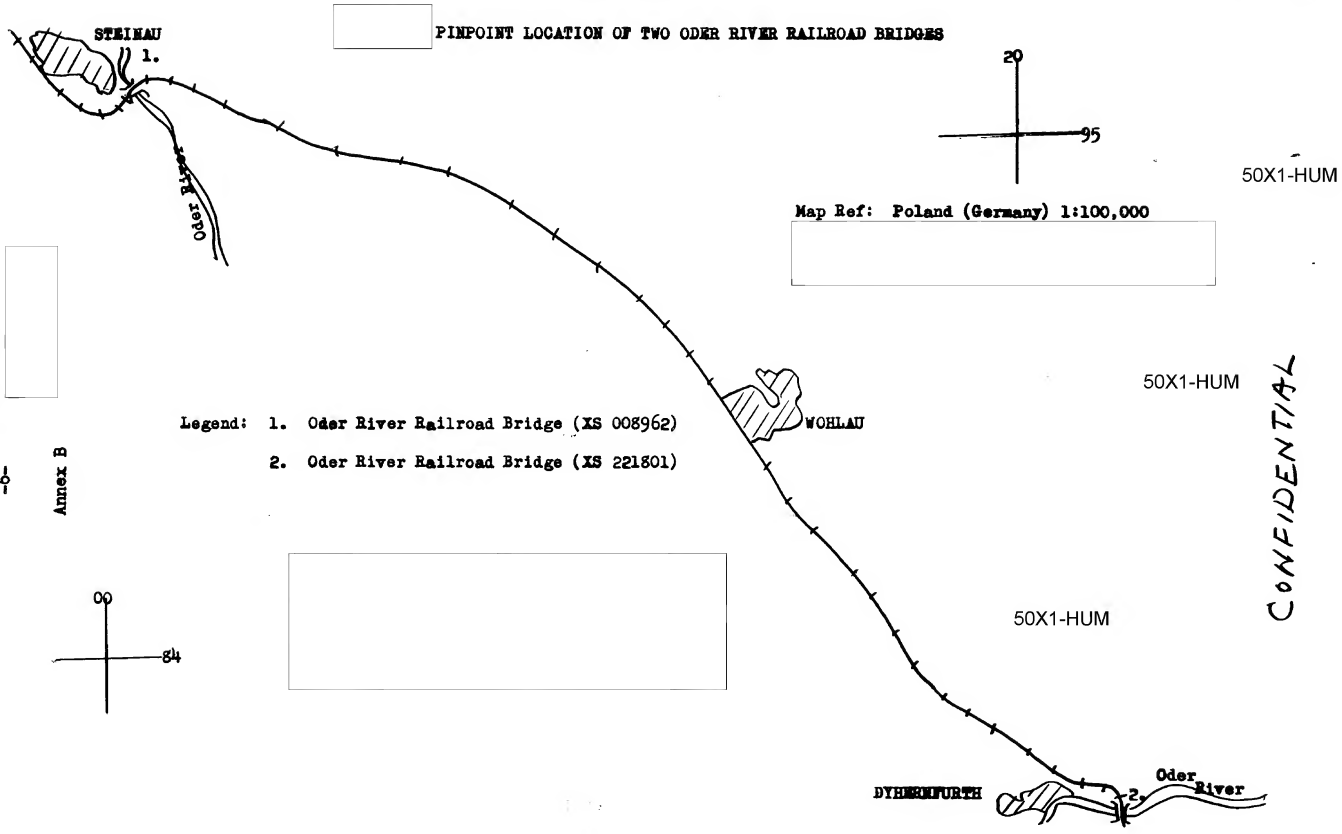
PINPOINT LOCATION OF TWO ODER RIVER RAILROAD BRIDGES



Map Ref: Poland (Germany) 1:100,000

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Legend: 1. Oder River Railroad Bridge (XS 008962)

2. Oder River Railroad Bridge (XS 221801)

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Annex B

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Annex C

PINPOINT LOCATION AND MEMORY SKETCH OF THE WEST ODER RAILROAD BRIDGE IN STETTIN

Map Ref: Germany, 1:25,000

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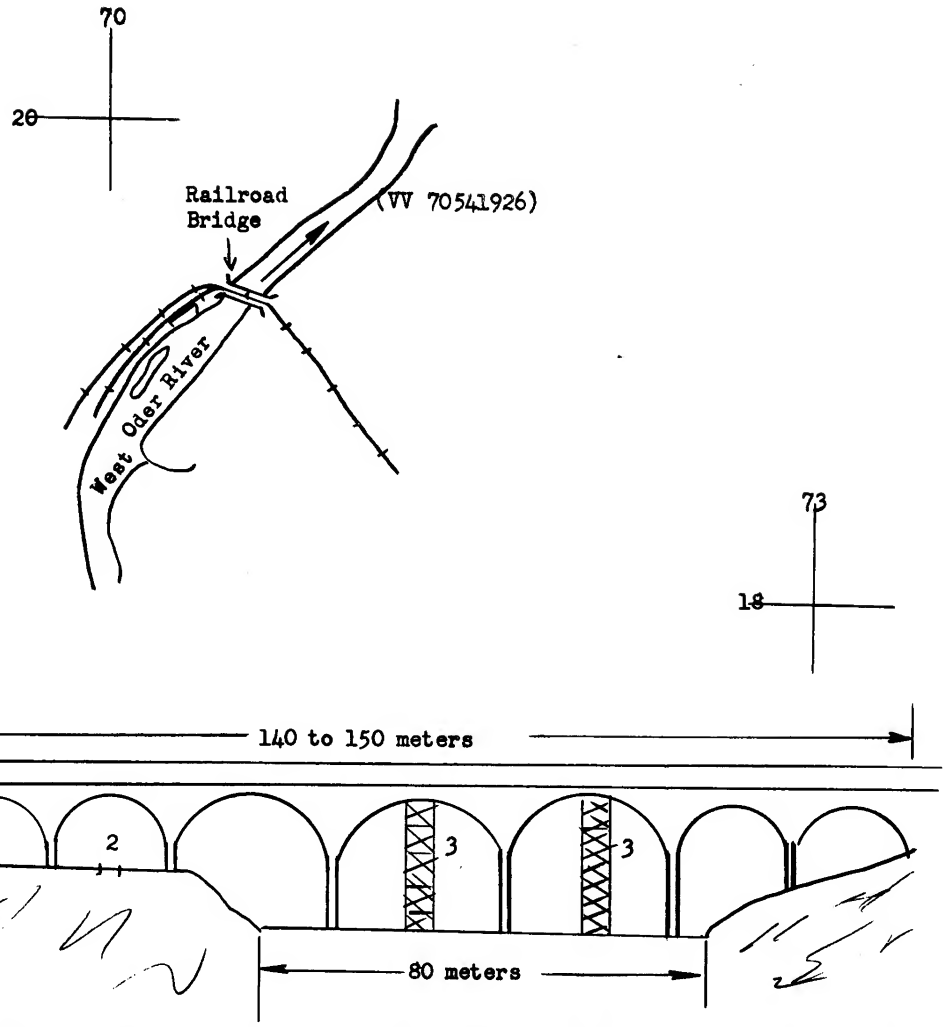

Legend: 1 and 2. Underpass for unidentified street with two streetcar track lines

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3. Crib piers constructed of logs

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[redacted]

Annex D

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[redacted] PINPOINT LOCATION OF THE NETZE RIVER BRIDGE IN POLAND

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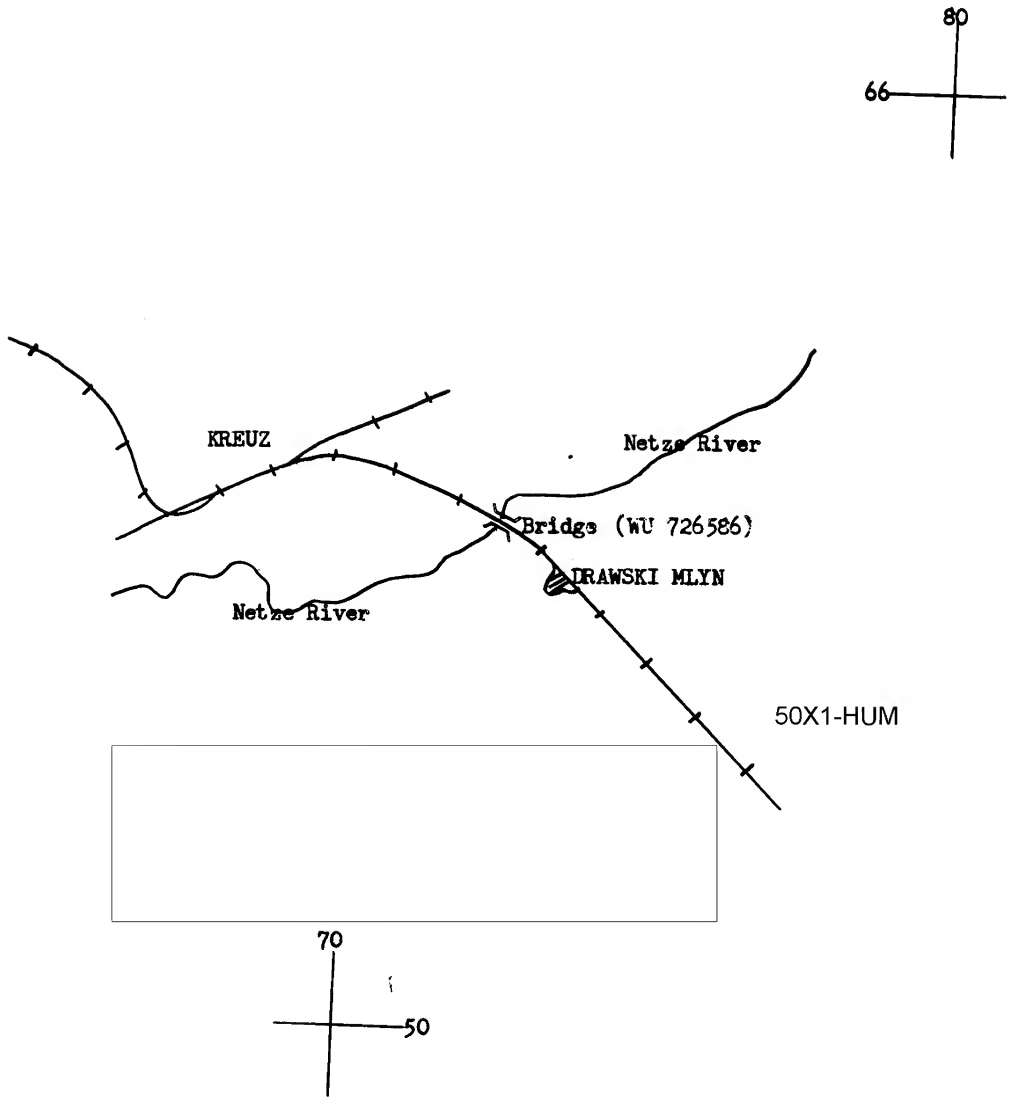
Map Ref: Poland (Germany) 1:100,000

[redacted]



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[redacted]

Annex E

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[redacted]

PINPOINT LOCATION OF RAILROAD BRIDGES ON THE RAILROAD LINE STETTIN - POZNAN

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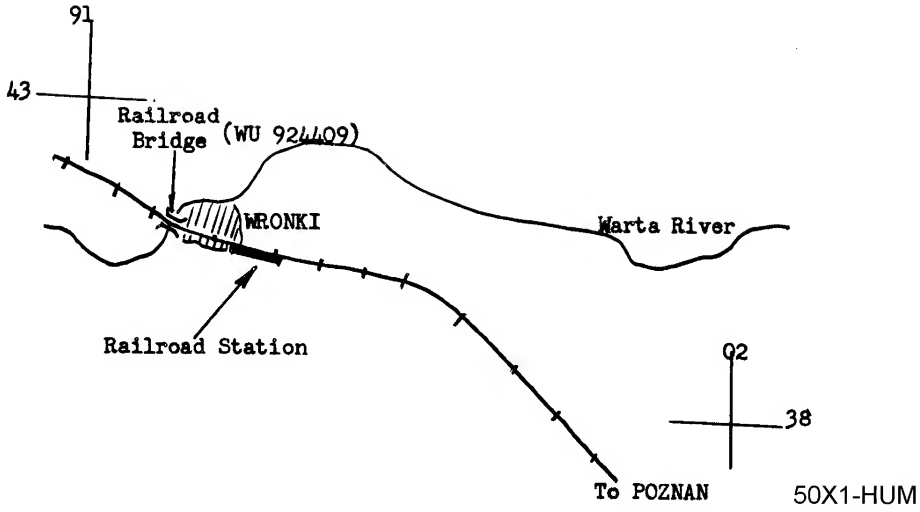
Map Ref: Poland, 1:100,000

[redacted]



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[redacted]

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PINPOINT LOCATION OF A RAILROAD BRIDGE ON THE RAILROAD LINE STETTIN - POZNAN

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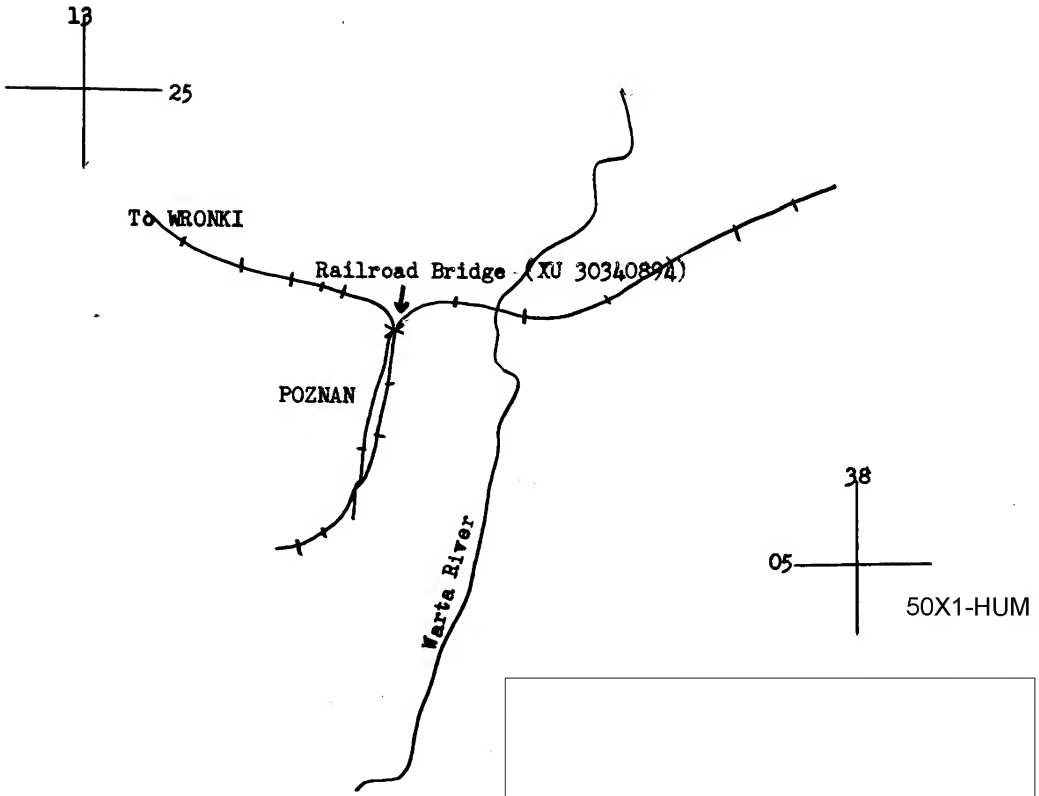
Map Ref: Poland, 1:100,000



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